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PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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with which is incorporated the
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Hongkong Daily Press.

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No. 15,304, 號四零百三千五萬一第 日二十二月三年三十三緒光 HONGKONG, SATURDAY, MAY 4TH, 1907. 大拜禮 號四月五年七零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 1st April, 1904. (687-1)

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Hongkong, 21st September, 1903 778

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THE HONGKONG DISPENSARY.

Hongkong, 29th April, 1907.

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LONDON OFFICE: 101, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 4TH, 1907.

THAT there was very little necessity to sympathise with Sir Robert Hart's supposed loss of "face" when the Chinese Customs Commissioners were appointed is now apparent to even the London journalist, thanks to one of Dr. Morrison's brief but illuminating messages to the Times "Chinese Hart" would appear to be too Chinese for some of us, were it not that his peculiar position and his own present sentiments are easily guessed at, in the light of his career. Dr. Morrison refers to Customs circulars in which Sir Robert Hart instructs all commissioners of customs to give native employees "a larger share of the work hitherto confided to foreign members of the staff, both indoor and outdoor." This time we are undoubtedly face to face with a part of the "China for the Chinese" movement, and places hitherto reserved for foreigners are being taken by natives. There are several ways of looking at the matter, and some of the London ways are not exactly the right ways. One contemporary remarks that if these appointments mean the exclusion of any foreigner—which they certainly must do—the security for the foreign loans is threatened—an assumption not absolutely warranted by the facts. As we have previously reminded our readers, experts like Mr. GEORGE JAMESON consider that there are ample resources and ample security in China even if the Customs were to be mismanaged. As the cosmopolitan nature of the Customs staff is well known, we hope we shall not tread on any national susceptibilities by pointing out that the

adding of one more nationality to the corps cannot immediately change it from a model of incorruptibility to a very dishonest one. We are bound to admit that the Chinese standard of official honesty is sometimes an odd one, and that, as Dr. Morrison points out, it is a recognised custom that a Chinaman obtaining rank or office or situation must pay somebody for it. The same thing is not unknown in Japan; future earnings are mortgaged by those anxious for the opportunity of making them. We may point out, however, that the implication of Dr. MORRISON'S remark [that "he is thus tempted, if not compelled, to recoup himself at the cost of the service, this method of reimbursement or enrichment not being condemned by the public conscience"] are not wholly polite. It seems to mean more than it actually does, namely, that there is an equivalent for the word "perquisite" in the Chinese language. That others besides Chinese sometimes strain the interpretation of what constitutes proper perquisites we have lately seen, in South Africa, in Poplar, and at various times in many other places. The point is, however, that it is opportunity as much as necessity that brings temptation to men, and it does not seem altogether fair to suggest that no employee's but Chinese would avail themselves of what the latter frankly call "chance." That is a matter of administration, and not of nationality. If the security for the foreign loans were really in question, we imagine the first step would be for the experts to demand a head of the administration less disposed to trundle to the Chinese than Sir ROBERT HART has lately seemed, one who would work with a sole eye to the foreign creditors' interests. Sir ROBERT HART'S task has not been quite so petty as that, however. He has been something more than a mere "man in possession." He has not grabbed the receipts passing through his hands and handed them to the creditors. He has spent a lifetime showing China how her vast resources may be developed and recognised; how to organize things so that there may be a minimum of leakage, in a hand where previously more leaked than ever reached the coffers of Peking. He has succeeded, we may suppose, not because he was supported by an army of immaculates, but because he applied business methods where the Chinese would have worked by rule of thumb. It is far from being unnatural that the Chinese, thinking they now know how it is done, should want to try for themselves. It would be fairer to seek to restrain their ambition, not on the ground that they are bound to be dishonest, but on the ground that they cannot be said yet to have learned the lesson. We do not think they have, judging by such snippings of mismanagement as have been reported; and if it be really a question of bondholders' security, we would say that the foreigners should hasten to protest against the present movement, and also to urge the retirement and replacement by a suitable man of Sir ROBERT HART.

The 15th plague fatality was recorded yesterday.

The French Mail of the 2nd April was delivered in London on the 21st inst.

The Hon. Treasurer of the Alice Memorial and Allied Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—"H.H.E." and E. Niedhardt, five dollars each.

Mr. Jay Gould, the amateur tennis champion of the United States, landed at Plymouth last month to compete for the championship of Great Britain, as he did last year. A day or two before sailing for Plymouth he was successful in retaining the championship of America against Mr. Crane, who will also come to London this year to compete.

Mr. Lewis Guy, the popular secretary of the Hongkong Corinthian Yacht Club, leaves for home to-day by the C.P.R. steamer *Athenian*. On Sunday he was made the recipient of a handsome gift from the Yacht Club, Dr. Clarke dwelling on the services he had rendered, and Mrs. Jordan presenting the silver tea set.

The National Association of British Exporters has been incorporated, having for its object the adoption of every advantageous means possible for counteracting foreign competition in our Colonies and for extending trade with other countries. It is desired that the Association shall become the centre for merchants and manufacturers wishing to trade in foreign markets where they could ascertain the nature, value, and requirements of such markets, what they can offer in return, what business houses to deal with, and the conditions on which business is usually conducted. One of its fundamental principles is that it shall be a non-political body of business men of the Empire, united to further their business interests and the prosperity of Great Britain as a manufacturing and commercial nation. The Association will carry on no trading transaction for its own profit.

Sub-Lieutenant C. H. Phillips, serving aboard the *Waterwitch*, survey ship on the China Station, has been promoted Lieutenant, and re-appointed to his ship. Lieutenant Phillips gets his grade at rather less than six years' service. Lieutenant A. Gordon, on promotion, has been re-appointed to the destroyer *Hardy*, for temporary duty, and will be borne on the books of the *Tamor* at Hongkong.

The disclosures of the Montagnoli papers have their diverting aspect, revealing, as they do, the fact that the late Nuncio was an intermediary for gifts of wines, cigars, and sweets to the Vatican. A year ago Cardinal Merry del Val's secretary wrote from the Vatican thanking the Nuncio for two boxes of minted sweets and a box of chocolate. A little later the same secretary wrote: "I renew my thanks for the happy moments you have procured his Eminence. Each case held only 18 bottles. I must admit that the cases were too small to hold more. We have broken into one case. The wine is truly of a superior and generous quality." Throughout last year the same secretary was acknowledging on behalf of the Cardinal consignments of wine, rum, brandy, tobacco, and cigars.

A Sydney correspondent writes:—A traveller in Northern Queensland, Mr. Hansford, a Melbourne lawyer, brings a story of a hitherto unknown colony of Chinamen in the country near the Gulf of Carpentaria. The news, which has been confirmed, has come as a shock to the advocates of a "White Australia." The Chinamen, who are said to number thousands, are, it appears, camped on arable river flats, and are growing vast quantities of opium, which is now a prohibited article in the Commonwealth, except for medicinal purposes. Presumably a market for the drug is found among the rich Chinese stockholders of the north. The interlopers have made their way to Australia by way of the East Indian Islands, and the Commonwealth Government is now being called upon to turn them out.

By kind permission of Lieut.-Col. W. Scott-Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—
Overture: "Iphigenia en Aulide." ... Gluck
Valse Moderne: "Christina." ... Strauss
Scherzo: "Lucinda Borgia." ... Donizetti
Aria from *Orfeo*: "Poco tony." ... Greig
Suite: "Poco tony." ... Greig
1. Morning.
2. The Death of Ase.
3. Antares Dance.
4. In the Hall of the Mountain Kings.
Two Steps: "Hop Scotch." ... Schubert
Selection: "Tudor." ... Sullivan
Polka: "The Skylark." ... Kowler
Dinner Menu: Hors-d'œuvre—Sardines on Toast, Soup—Mock Turtle, Fish—Smoked Fish and Butter Sauce, Entrées—Veal Cutlets and Green Peas, Roasted Shoulder of Mutton and Onion Sauce, Patties a la Tortoise, Curry—Madras, Lamb, Chicken, Beef and Egg Sauce, Baked Potatoes, Boiled Potatoes, Cold Sauce, Boiled Corned Ox Tongue and Carrots, Cold Sauce, Pie and Plain Salad, Sweets—Toast Pudding, Plum Pudding and Brandy Sauce, Strawberry Ice Cream and Finger Cakes, Cheese Straws, Dessert—Coffee—Fruit.

Mr. Thomas Bevan, of Stone Park, Greenhithe, who left an estate of which the net personalty has been sworn at £378,882, withheld from his daughters and granddaughters any power to devote their legacies for the benefit of a husband, should be a clergyman. He explained his views in his will thus:—"I am convinced, as I am, that it is impossible in these present times for a man possessed of the combination of the equality of eightfold wealth with the ordinary intellectual qualification to make the solemn declaration required at ordination which requires him to affirm, for example, belief in the historical accuracy of the Book of Genesis, and that the writers of Matthew, Mark, Luke, and John were more than feeble and feeble, who often did great injustice to the Greatest of Men. I should regard with the gravest misgiving were my daughters or either of my granddaughters to marry a clergyman, believing as I do that in the near future there must be much distress, uneasiness and trouble in store for right-minded men of that calling, and I bequeath to them and to each of them my devout, honest, and earnest hope that they will never do so."

CONCERT AT THE CATHOLIC UNION.

What was described as "the most ambitious of its kind ever attempted at the Catholic Union" was the vocal and orchestral concert held there on Thursday night. Arranged by Mr. F. Gonzalez, the programme proved most enjoyable to the large audience, and the result will doubtless be appreciated by the Italian artists, Signor and Signora Salvini, in whose aid the concert was given. Signor Salvini's powerful (tenor) voice was heard to advantage in Ballata "Rigoletto," and when later he was associated with Mr. Bertram in "Trovatore" a pleasing harmony resulted, both voices blending well. Signora Salvini was rapturously applauded for her rendering of "Romance" "Ballo in Maschera" and "Romance," her fine soprano voice giving full effect to the sentiment of the songs. With Mr. J. Souza who took part in two duets and a medley to say the combination delighted the audience. An instrumental Quartet—Mr. J. P. F. Joki, cello, Mr. F. Gonzalez, viola; Mr. G. Kowig, cello; and Mr. Deunna Fuller, piano—was the feature of the evening and the subsequent individual appearances of Mr. Joki, Mr. Deunna Fuller, and Mr. Kowig were also successful, while Mr. L. A. Gracia's banjo solo proved very acceptable. The Sociedade Philharmonica's disconcerting selections, and Mr. O. Baptista played the accompaniments.

The second performance which was to have been held this evening has been postponed indefinitely.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

A PRINCE'S PROGRESS.

LONDON, May 3rd.

Prince Edward of Wales has been enrolled as a racer.

THE PREFERENCE TARIFF.

LONDON, May 3rd.

At the Imperial Conference Mr. Asquith announced the Government's uncompromising hostility towards the Preference Tariff.

AN INDIAN FAILURE.

LONDON, May 3rd.

George Arbuthnot has been arrested in connection with the Madras connection failure, and bail has been refused.

INTERNATIONAL AMENITIES.

LONDON, May 3rd.

The London Corporation has accepted an invitation from Berlin.

[REUTER'S SERVICE.]

GERMANY.

LONDON, May 1st.

Prince Buelow announced in the Reichstag that Germany would not participate in the discussion of the limitation of armaments at the Hague Conference, on the grounds that it was dangerous and not likely to lead to political results. The Prince declared that King Edward's meeting with King Victor Emmanuel was perfectly natural, and that the friendship between England and Italy was not only compatible with the Triple but was useful to it and desirable. He gladly noted that at present there were no Anglo-German contentions.

GS. 2,000, S.P.

LONDON, May 1st.

The betting at the start was 4/1 on Slieve Gallion, 100/8 against Benzenun, and 100/6 against Lincroe. There were 10 starters. Slieve Gallion won by three lengths with 1/2 of a length between second and third.

THE RAILWAY WORKS.

Work on the Kowloon railway has been progressing slowly of late owing to the heavy rains which have caused a few minor landslips on the temporary railway track which runs between Hongkong and Kowloon-tee. The shaft which divides the first from the second section of the tunnel is down 100 feet, and at this depth tunnelling operations are going on in earnest. Those working on either side of the first section should meet within a week, as at present the sound of the pick can be heard through the mass of earth which separates the workmen. When this section is pierced the length of the tunnel will be something like 600 feet. The breaking up or opening out has also begun, and for a distance of 40 feet the tunnel has been enlarged. The excavators have to go to work in oilskins and sou'westers owing to the continual dripping of the water.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 3rd at 11.55 a.m.—The barometer has fallen slightly on the E. coast of China, and risen rapidly over S. Japan.
An area of high pressure covers S. Japan, and pressure appears to be low over Central and N. China.
Moderate N.E. and E. winds are likely to prevail in the Formosa Channel, and fresh or moderate E. and S.E. winds over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.41 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	E. winds, fresh or moderate, misty, some rain.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Lamook	Same as No. 1.
South coast of China between Hongkong and Hainan	F. to S.E. winds, fresh or moderate.

The philosopher goes out each day with a basket from which he fills the barn of his brain. The man who has lived and the man who is living are eager to shower gifts upon us, and it is memory which helps us to use these gifts. A country without a history, a class without a tradition, an individual without a memory are stocks and stones. The man who remembers the traditions of his class, of his clan, of his school is a gentleman. The man with a well-stocked memory of fine deeds, fine thoughts, fine sights, is rich beyond the dreams of avarice.

JAPAN.

(FROM OUR CORRESPONDENT.)

Tokyo, April 24th.

BANK FAILURES.

On every side we are now being assured that the commercial crisis through which the country has been passing in the last few months is practically over. There has been a moderate recovery in stock but the market is still uncertain and fluctuating, a condition which will probably last till the turn of the half-year, when dividends will help to give a firmer tone, and when the banks will relax something of their cautious attitude towards business enterprise. Since the beginning of the present crisis four of the smaller banks with a total paid-up capital of about two million yen, have suspended. These are unimportant, however, and have not affected the market seriously, though weakening the spirit of confidence in the investor. In some of these cases failure may be attributed to the disregard of the advice that is regularly given the public in Japan by the government authorities on every conceivable subject of trade and commerce, and conduct. Quite early in the present crisis the Finance Department warned the banks to the effect that they should be cautious in their connection with new enterprises, but there has never been any fear of the outcome of the crisis provided the banks adhered to a conservative policy.

CHRISTIANITY'S NEW LICENCE.

The first international conference that has ever taken place in Tokyo in Japan or in the Far East for that matter—has just come to an end. Apart from the spiritual results of the World's Christian Student Federation Conference, of which none can judge, no one can deny the improved status of Christianity in Japan from the very fact that the Conference has been received officially in a most cordial manner by ministers of state and other great men. Should Christianity in Japan flourish with greater vigour than ever in the future it will but be a repetition of history. At the beginning of the Meiji era the Shinto religion was in a decayed condition—powerless against Buddhism, when the government caused its revival throughout the country by mere recommendation. The people are ever ready to follow the authorities' lead, and it is likely that henceforth the term "Christianity" applied to the native Christian will not be as it has hitherto been, equivalent to a pitying contempt for the poor convert. Practically, the Government has set its seal upon Christianity as a moral force that Japan may profitably use, and we may conclude that people will accept this recommendation. It is useless to argue that the reception given the conference was a mere polite formality—extended alike to all visitors. The Japanese people—wise and simple—have read columns of this conference in Tokyo, columns of appreciative press comment, and what is more, they have read the Ministers' addresses of welcome, and finally the great reception given by the Foreign Minister. Be this welcome merely formal or really sincere matters not. The mass of the Japanese people—the masses in China and Korea also—will have read of it and will accept it in good faith. This is probably the first time that Christianity has been welcomed in such an official way in the Far East, and it is the leader of the Orient which has welcomed it. Some hundreds of years ago Japan banished all Christian teachers, but this action had no influence upon the Eastern world. To-day she welcomes Christianity and what she does is now watched closely by every Eastern nation. What, therefore, more reasonable than to conclude that the Christian Conference in Tokyo marks the beginning of a new epoch.

THE ARMSTRONG MAXIM TANKO COMBINE.
Final ratification has been given to the negotiations that have been going on for some time past between the Armstrong and Maxim companies of England and the Hokkaido Colliery and Steamship Company. The result will be the establishment of a steel foundry with an initial capital of ten million yen, equally divided between the Japanese and English subscribers, and there is little doubt that in a few years, under such expert management, Japan will be in a position to supply her own requirements of steel in a much higher degree than at present. This amalgamation, which has the support of the Government, will do much to encourage the development of the steel foundry and copper smelting industries in Japan and all kindred industries. The history of the endeavours made by the Government and private enterprise in Japan in this direction is a story of initial failure, continual struggle, succeeding defeat, and finally partial victory. That Japan should be her own manufacturer of steel and such things is becoming more and more necessary if she is to compete successfully in the branches of industry which she is most ambitious to excel in, but this will never be the case so long as such industries are principally confined to the Government arsenals and foundries for the use of warships and other armament, which are of no economic benefit to the country. Therefore the new combine seems to be a move in the right direction.

THE TRAGEDY OF "GENERAL" BOOTH.
Since Japan or Tokyo has been in the midst of religious activity in the past few weeks—with Christian and Buddhist conferences—it is excusable that this letter should be occupied, more than is usually the case, with the doings of the religious world. After a hearty reception at Yokohama, the veteran missionary, "General" Booth, was received with honour in Tokyo, and on the following day was formally welcomed by a very large and distinguished gathering at the City Hall. There were those in the audience who

had heard the general's powerful voice and seen his active gestures fifteen years before, but what a change to-day! His voice is broken—his words come forth in an intense whisper. He is still fluent but no longer a great speaker. But terribly earnest and with a method of speaking in short, incisive sentences that drive home every argument. At the City Hall "General" Booth was impatient of his interpreter—an excellent man at the work, a Japanese and officer of the army—and frequently he would begin before the interpreter had finished. The aged and wearied man still gesticulated, but was manifestly endeavouring his utmost to control himself in the presence of the strange and unresponsive gathering in Tokyo—unresponsive, that is, when compared with the enthusiasm generally aroused at home by the Salvation army leader.

POLICE COURT.

Friday, May 3rd.

BEFORE MR. F. A. HAZELAND (First Police Magistrate).

UNLAWFUL POSSESSION.

Two Chinese tallmen were prosecuted for being in unlawful possession of a quantity of silk ribbons alleged to have been stolen from the godowns.

His Worship found the defendants guilty, and fined each \$100, the alternative being three months' imprisonment.

A DARING THEFT.

One of the most daring robberies that has been perpetrated for some time happened in Queen's Road Central on Thursday afternoon, when a coolie named Li Yau snatched a purse containing \$31 odd from the waist of a European lady named Mrs. Singer. The lady was looking at the goods displayed in the window of an Indian Silk shop, when the thief approached from behind, wrenched the purse from her waist belt and ran. There were no police in the vicinity, and, as is well known, Chinese will rarely attempt to effect a capture, so in all probability, had it not been for one of the assistants in the shop mentioned, the thief would have escaped. As soon as he saw what had happened the Indian threw off his shoes and started in pursuit, running his quarry to earth after a lengthy sprint.

On the evidence his Worship found the defendant guilty, and sentenced him to six weeks' imprisonment with hard labour, six hours' stocks, and directed that he should receive two whippings of twelve strokes each.

FALSE INFORMATION.

For stealing a quantity of clothing, and giving false information when he went to pawn it, Wong Kin was sentenced to four weeks' imprisonment and six hours' stocks.

EXCESS PASSENGERS.

The master of the launch *Po Kee*, which runs to Junk Bay, was fined \$25 for carrying 36 passengers in excess.

CANTON.

(FROM OUR CORRESPONDENT.)

May, 2nd.

A DARING THEFT.

The British Consul was in receipt of a letter on the 22nd ultimo, from an English medical institution in Fatsien, regarding the threat of a notorious robber that unless Taels 500 were paid, the whole building would be destroyed by fire. This has been communicated to the Viceroy, and immediate steps were taken to afford the necessary protection. The British Gunboat *Mooswen* proceeded to Fatsien.

SOLDIERS IN CANTON.

During the incumbency of H. E. Sham, a fund for the purpose of forming a body of soldiers to preserve peace in the streets of Canton was deposited with the Provincial Judge, and now His Excellency Chou Fa, seeing the benefit of this plan, has ordered the Provincial Judge to convene a meeting of the gentry in this matter. There is an additional sum of \$20,000 to be placed to the fund.

COAL MINE IN KIUNGCHOW.

At the beginning of this year one Wu Chi San left here for Hongkong to engage a mining engineer to proceed to Kiungchow to open a coal mine. This gentleman has lately returned to Canton with many favourable reports. The mine is immensely rich in coal and thickly surrounded by trees, but it is in an isolated place and there are obstacles in the way of working it. It is regarded, however, as a profitable scheme.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Tartar*, left Vancouver p.m. on Thursday the 2nd May for Hongkong via the usual Ports of Call.
The P. & O. str. *Nubia*, left Singapore for this Port on the 3rd May at 5 a.m.
The C.P.R. str. *Empress of Japan*, arrived Nagasaki at 4.30 a.m. on Friday, the 3rd May, and left again at Noon same day for Shanghai where she is due to arrive at 4 p.m. on Saturday the 4th May.
The Boston Steamship Co.'s str. *Shawmut*, left Manila on the afternoon of the 2nd May, and may be expected to arrive here on Sunday morning the 5th May, at daylight.
The N.Y.K. str. *Tosa Maru* (American Line) left Shanghai for this Port on the 2nd May, and is expected here on the 5th May.
The H.A.L. str. *Segonia*, left Singapore on 2nd May, 5 p.m., and may be expected here on 8th May a.m.
The N.Y.K. str. *Colombo Maru* (Bombay Line) left Singapore for this Port on the 2nd May, and is expected here on the 8th May.
The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this Port via Manila on the 2nd May and is expected here on the 13th May.

FUNNELS AND FLAGS.

THE "ROBERT COOKE" LOST.
The Dock Company's powerful tug, the *Robert Cooke*, which grounded in the attempt to save the stranded German steamer *Wong*, has been abandoned as a total loss.

At the general meeting of the Hamburg-America Line, Herr Ballin, the managing Director, announced that they had decided to make over traffic to African ports. With this subject the company intended to purchase a part of the fleet of the Woermann Line and 5,000,000 marks worth of shares at 10 should be given to the Woermann Line as necessary, to raise the capital of the company from 120 to 125 million marks, and he had decided to summon a general meeting on April 15 to discuss the raising of the additional capital.

At a meeting held by the dock labourers of Hamburg and Altona the following resolution was passed: "The dock labourers declare themselves satisfied with a wage of five marks per day, and one mark per hour for overtime." They refuse, however, to enter into any contractual obligation, or to contribute to any compulsory contribution to a pro- or longshoremen's emergency fund. They rescind the declaration of May 28, 1916, in which it was decided that they would not work if the wage was not raised to five marks a day. As the reason for the look-out was thus removed, the dock labourers anticipate its termination. The men's officials were at the same time fully empowered to negotiate with the Harbour Management Association.

DECLINE OF BRITISH SEAMEN.
Some attention is given to the British Consul-General in Belgium, in his report on shipping at Antwerp, to the gradual supersession of the British seamen by foreigners. Last year at Antwerp—a port at which rather more than half the shipping is British—the British seamen discharged numbered 4,665 and the foreigners 10,453. Of the men engaged in their place only 3,408 were British, the remainder 1,955 being of foreign nationality. Thus of the men engaged 69 per cent. were foreigners and 31 per cent. British seamen, while of the men engaged to replace the 4,665, were foreigners a only 27.8 per cent. were British of nationality. These figures refer to all classes of seafaring men, including officers and engineers. If the latter are excluded it is found that of 4,839 sailors engaged at Antwerp only 462 were British, and of 4,347 firemen signed on, only 182 were British of United Kingdom.

The Colonial Merchant Shipping Conference held its second meeting at the Foreign Office last month. Mr. D. Lloyd George, M.P., President of the Board of Trade, presided, and other members of the Conference present were Imperial Delegates: Mr. H. Llewellyn Smith, Mr. Walter J. Howell, Mr. R. E. Cunliffe, and the Board.

Captain A. J. G. Chalmers, of the *Deodar*;
Trade; Mr. H. Bertram Cox and Mr. A.
Keith, of the Colonial Office; Shipowners
F. Pembroke, Mr. K. Anderson, Mr. H.
Femie, Mr. N. Dunlop, and Mr. Norman F.
Seamen; Mr. J. Havelock Wilton, M.
Australasian Delegates: Hon. Sir W. J. L.
Dr. H. N. Wollaston, Hon. W. M. Hume
and Hon. Dugald Thomson; New Zealand
Delegates: Hon. Sir Joseph Ward, Dr. Fife
(Solicitor-General), Mr. James Mills.

William Belcher, and Mr. A. R. Hilditch, Secretaries: Mr. J. A. Webster and G. E. Baker, of the Board of Trade; Mr. J. Unwin, Private Secretary to Sir Ward, and Mr. D. J. Quino, Private Secretary to Sir W. Lyne. At the opening of the conference Sir William Lyne read a memorandum in reply to a statement drawn up by the shipowners on the subject of the practical difficulties caused by lack of uniformity; in the Shipping Legislation throughout the world.

discuss resolutions with regard to the survey vessels other than passenger ships by the Board of Trade; the acceptance of Board of Trade standards as to hull, machinery, boilers, life-saving appliances as of the same effect as local certificates in Australian and New Zealand waters; the recognition by Australia and

BRITISH v. GERMAN SHIPPING

Remarks are frequently made with regard to the rapidity of the growth of German shipping at Antwerp, remarks Sir Cecil Hertslet, British Consul General for Belgium, in a report on the progress of the Port of Antwerp, issued yesterday, and certainly Germany is the only r

the United Kingdom in the matter of ship statistics would undoubtedly give rise to the impression that the tonnage of German shipping entering Antwerp is rapidly overhauling that of British vessels. It appears that in six years, from 1888 to 1906, German shipping increased by 472 per cent., whereas British shipping has only increased by 143 per cent. It would seem apparent from these figures that the shipping of the United Kingdom is

German tonnage is increasing overmuch in comparison with British tonnage. If ever, the statistics are taken in a different manner.

anner—that is to say, by actual figures—
by percentage—it will be seen that

For instance, the tonnage of British entering the port in 1858 amounted to 2,405 tons, and that of German vessels to 498,665 tons; the figures for British vessels in 1899 were 5,499,338 tons, and those of German 2,851,469 tons. In eighteen years the monthly total of British shipping has risen by 4,243,486 tons, while German shipping only increased by 2,352,569 tons; it is therefore, that German shipping overtook the British at Antwerp at the rate of progress. If the figures for three years be taken of British and

shipping, it will be seen that each increase of the former has been greater of the latter :

	BRITISH.	GERMAN.
	Increase.	Increase.
19 4 ...	269,105 tons.	36,117
1905 ...	375,490 " " " " " "	108,783
1906 ...	503,134 " " " " " "	253,097

Generally speaking, adds the Consul it is scarcely realised to what a large Antwerp owes its greatness as a British shipping. To all intents, as actual tonnage of vessels is concerned, is a British port; certainly the United has a greater interest in it than

TELEPHONES ON SHIPS.
Of proved convenience is the mode of linking up a ship, when in dock, with local telephone exchange. By this vessel is put on an equality with the shore, and those on board can communicate with the shore by means of the local trunk calls if they wish it. It is, however, whether the real value of this system is realized.

one: "A well-varnished black tarpanin hat stuck upon the back of his head, long locks coming down almost into his eyes, white duck trousers and shirt, blue jacket, kerchief tied loosely round the neck." Again describing the rig of a party going on liberty: "A pair of white stockings, loose white trousers, a pair of white buckles, clean black hair, black ribbon, over the left shoulder a light handkerchief flying from the outside jacket pocket, and four or five dollars tied up in the back of the neckerchief." Now, every vestige of sea rig has gone, or, at least, gone from the mercantile marine, and the average ragamuffin will pass in the street for a first-class shorelander. In our seaport population, however, pilots, and fishermen still present somewhat of a nautical appearance, but not the deep-water man: who coes in tramp steamers. In the little communities of every day, also the modern seaman has disappeared. No steam seaman would ever suit him far better; he never wants to be a seaman, and he would not be so scratching the mizen-mast; such an idea would never enter his head; he seldom has a "mizen" mast to scratch. Whoever dreams now of resorting to ceramoiis on crossing the line, or hearing the "dead, ho!" overboard with "the usual ceremony," will find old log-lookers had it? The same may be said of etiquette. The old-time sailor had many rules of etiquette, and of ceremony. One of these was that no one must keep his chest locked; another that no "Dutchman" should presume to help himself from the mess kit before Britishers or Americans. But "forecate etiquette" does not require an article to itself, and the last-mentioned custom is an echo for the days, when England claimed an echo for the reign of the sea. (This was the reign of the seas was claimed by England "within the four seas," that is,

from half-way up the coast of Norway to Cape Finisterre, and westward as far as the twenty-third meridian.) The ships of other nations were forced to salute when coming within British warship. Blake and the first came to action on this account: "The salute was taken in the strongest lowering topsails. The last means of saluting might have been seen on the coast of France, in fact, some of the most fashionable of our coasting skippers will still lower their royals to a man-of-war, and we still dip our ensign to warships, though they do not dip to one another. In these prosaic days of engineering, the only salute is often a horrible 'ho!' on the steam whistle. As to 'speaking' another vessel, it is never attempted except in the case of a collision, and even then many days of true seamanship whither could have

carefully chaining his vessel to the shore, and within half an hour began to "Hilloe!" "Whe-who!" "Ho! The ship a-bow!" and so on. We have probably heard of witnesses being tarred and feathered, but few know that this is its origin. It was a nautical custom. But it is so. In laws of Oleron the following may be found: "If a robber be convicted of theft, bill, or pitch shall be poured over his head and a shower of feathers be shaken over, to mark him, so he shall be cast ashore on the first land at which the feet shall touch." Why were "pitched" and "feathered" so popular, not only in the Navy, but in the Mercantile Marine? These only are taken from the beginning of the nineteenth century, and were introduced by Noah, being used by him.

what are now the white stars on the
After Trafalgar this was adopted through-
out the Navy, and copied by merchant ree-
Before that time, our men-of-war would
looked strange to modern eyes, being paint-
with blue upperworks and yellow sides.
of a wide black streak at the water-line. Inhu-
surfaces were often printed blood-red. Only
very few years ago the superstition as to
"hooshian Finn" still existed; it may per-
linger yet. These men were looked on
wards who could give, or withhold, fair
In forecloses they were always looked
with a certain amount of awe, and in e-

quence, had a good time among the re-
known men. How this idea originated is
known. Times are fast changing on shore
and sea; old customs, old dress, are vanishing
fast; a utilitarian age will not trifle
about such "trifles." The only aim now
is to make money, and spend it.

certificates in Australian and New Ze

The quaint petition of the chief of the
the Raja of Saruwak, which was published
recently in *The Standard*, lifts a corner of
veil which has concealed from the people of
country certain diplomatic intrigues
have for the last year been going on in
remote corner of the world, the
Archipelago.

The signatories of the petition, as is evident from the title, "Orang Kayas" (literally, "Mans"), borne by two of them, are representatives of the indigenous tribes of Borneo—the Malays, especially the Borneo Malays, and the Brunei Malays, and greedy Pangerans of the Brunei Sultanate, who are living by opium and robbing. Up to the beginning of last year, Brunei existed in a state of dishonourable dependence, a qualified, barefaced vassal of the Netherlands East India Company, within the territories of Sarawak and Sabah, still nominally tributary.

A Stand
 Sultan, but raised by the capacity of its
 Rejas to a position of vastly superior
 and prosperity. The inhabit-
 Brunei migrated on every possible
 tunity across the frontiers into the
 Limbang, Trusan, and Lawas distric-
 Sarawak.

At the beginning of last year, however,
 the island of Labuan was transferred to
 administration of the North Borneo Co.
 and made a separate Colony, the Govern-
 of the Straits Settlements, by Arror-
 with the Colonial and Foreign Of-
 home, appointed a resident "adviser"
 Sultan of Brunei, and, in fact, annexed
 country.

There is, of course, no excuse to be taken to this course, though why the Government of the Straits Settlements desire to be burdened with this miserable hole, separated from the Peninsula by so hundred miles of sea is an apparent mystery. But behind it lies an injustice done by Brooke.

the Sultan a licence to work the coal-
Mara, within the confines of Brunei,
had conferred upon him therewith
limited powers of sovereignty over the
The village of Brooketon, which is the
of the enterprise, is the one flourishing
within the wretched little State,
flourishes at the Raja's expense, for the
coal mines have, up to the present, cost
nearly a hundred thousand dollars. The
prices continued simply for the sake
natives, who are thus trained to the
industry, and given the blessings
of freedom from oppression.

It will hardly be credited that on the first actions of the newly appointed Governor at Brunei was to impose an export duty on Muara coal. An export duty on the output of an industry run at a loss! The result is that revenue must be raised, but least doubtful whether this iniquitous levy will serve that end, for there are limits to Raja's patience. If he continues to impose this additional loss it will be due to his determination not to pay the Government of the Straits Settlements.

mplish their evident purpose of "freezing
out." Meanwhile, the traders into

PIMPLES

BLACKHEADS

Prevented by



Cuticura

SOAP 

To treat Pimples and Blackheads. Red, Rough, Oily Complexions gently smear the face with Cuticura Ointment, the Great Skin Cure, but do not rub. Wash of the Ointment in five minutes with warm Soap and hot water, and

[illegible]

Chen, a wealthy mandarin, has powerful hands on a charming English Kate Vincent, whom he has vainly carried off to a night-visit temple. Her sweetheart, George Clifford, leaves her whereabouts, and by the exercise of little thought and no small measure of success in rescuing the girl from the clutches of the enemy, and bearing her off to Lick Sandford, skipper of the "Aurora," whose protection he demands. Ch

however, has still something up his sleeve. Disguising himself as a prisoner in company with a dozen of the same kind, he bribes Sandford to accept himself, his comrades, and a sacred Joss as passengers on the indignation of David Macdonald, the Scotch engineer, who wisely thinks that only trouble can come of the matter. The next tableau, a very beautiful one, shows the *Albatross* at sea, the ship speeding along beneath the rays of the moon, and all unconscious of the peril which she is fast hurrying to. Presently the Chinese throw off their disguises, and

[illegible]

have with the aid of the omen-
wonderful picture of a vessel ploughing
through an angry sea, enormous
breaking over her bows, sweeping like
menacing destruction at every moment
following scene bring the huge
play. In the background is a dis-
ciliated *Albatross*, almost a wreck
caught in a vortex of swirling
sui s stripped from the masts, each
to-beater lost. In the tank swims a
taining Kate, her lover, and
figure, who have escaped from the
ship. The clouds break and

descends in torrent, wetting
oratures to the skin, but some-
the comfortable feeling that eventua-
win their way to safety. The
reveals Mr. Frank Parker, sing-
Neptune attired in modern dress,
among the waves, and smilingly
ludging the volley of cheers and
which testify to the delight of the thea-
audience. Nor should the work
by the performers or by that clever
Mr. Carl Kelfert, he passed over
Mr. Cecil Morton York, as the skipper
Gilbert as MacGregor, Mr. Harris-

Without
age into
by them
ation of
ees. Chi

with a capital song, as the hero
Grahame, as Chen, and Miss Mary
Kate, all deserve praise for ability
"The Typhoon," as its name im
trusted to carry everything before

Prevented by



To treat Pimples and Blackheads, Red, Rough, Oily Complexion, gently smear the face with Cuticura Ointment, the Great Skin Cure, but do not rub. Wash the Ointment in five minutes with Cuticura Soap and hot water, and bathe freely for some minutes. Repeat morning and evening. At other times use Cuticura Soap, bathing the face as often as agreeable. No other Skin Soap is so sweet, so speedily effective.

Cuticura Soap resembles delicate medicinal soaps, but is devoid of any irritating qualities. It is the result of a process of changing bar-soaps and tallow into a medicinal and toilet soap. It is made by the Cuticura Soap Company, New York, U.S.A. Depot: F. & J. D. Sullivan, Boston, Mass., U.S.A. Write for "The Skin Cure" to the Cuticura Soap Co., New York, U.S.A.

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figure, who have escaped from
ship. The clouds break an

without a capital song, as the new
into Grahame, as Chen, and Miss Ma
them Kate, all deserve praise for al
n of "The Typhoon," as its name i
Chi trusted to carry everything before

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMEN	TO SAIL	REMARKS
LONDON, &c., VIA USUAL PORTS	ARCADIA	Noon, 4th	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP	SUMATRA	About 8th	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, NAGASAKI and YOKOHAMA	Sumatra	About 11th	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd April, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STAMEN	TO SAIL
SWATOW and SHANGHAI	KIUKIANG	On 6th May, 4 P.M.
CHINKIANG	CHINKIANG	On 6th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CATRINS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	KWEIYANG	On 6th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CATRINS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	CHINGTU	On 6th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CATRINS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	TAMING	On 7th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CATRINS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	KAIKONG	On 10th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CATRINS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	SHAOHSING	On 10th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CATRINS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	HANGCHOW	On 10th May, 4 P.M.

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"EMPERESS OF INDIA"	6,000	THURSDAY, 9th May	27th May
"MONTEAGLE"	6,163	WEDNESDAY, 22nd May	15th June
"EMPERESS OF JAPAN"	6,000	THURSDAY, 6th June	24th June
"PARTAR"	4,425	WEDNESDAY, 19th June	11th July
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th July	22nd July

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SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SOSHU MARU"	TUESDAY, 7th May, at 8 A.M.

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T. ARIMA, Manager.

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Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE."
Captain E. C. Cundy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents, "Straits" Line.

Hongkong, 1st May, 1907.

S.S. "TOURANE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex S.S. "Charente" from Bordeaux ex S.S. "Saghalien" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees, before requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after TUESDAY, the 7th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th May, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 7th May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th April, 1907.

HAMBURG-AMERIKA LINE.

THE H.A.L. Steamship

"HOHENSTAUFEN."
Captain Jäger, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 30th April, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENAVON."
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR, BROS. & GOW.

Hongkong, 1st May, 1907.

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Hongkong, 4th October, 1903.

SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str., 1,001, Chr. Kaupel, 25th April—Bangkok 17th April, Rice—Butterfield & Swire.
ARCADIA, British str., 3,514, A. L. Valentini, 2nd May—Shanghai 30th April, Mails and General—P. & O. S. N. Co.
ARRABONTO, British str., 2,931, A. Stewart, 30th April—Calcutta and Straits 13th April, General—David, Sassoon & Co., Ltd.

ATHENIAN, British str., 2,440, A. Hooper, 1st May—Vancouver (B.C.) 27th March, General—C. P. R. Co.
BENTLEY, British str., 2,509, Potter 2nd May—London 16th March, General—Order.
BORNEO, German str., 1,344, Sembill, 26th April—Sundank 20th April, Timber—Molchens & Co.

CAMPFA, British str., 2,993, W. C. Steele, 29th April—Foolow 27th April, General—Gibb Livingston & Co.
CHINKIANG, British str., 1,929, Robertson, 22nd April—Sagun 18th April, Rice—Butterfield & Swire.

CHUSHING, British str., 1,193, Frank Meoney, 27th April—Denton 22nd April, General—Jardine, Matheson & Co.
CORTIC, British str., 2,744, A. Dixon, 30th April—San Francisco 2nd April, Mails and General—O. & O. Co.

DEWENT, British str., 1,502, John Jenkins, 1st May—Saigon 27th April, Rice and General—Chinese.
DEVANHA, British str., 4,785, J. D. Andrews, 2nd May—Bombay 17th April, Mails and General—P. & O. S. N. Co.

DEVANWISSE, German str., 1,038, T. V. Bruhn, 30th April—Bangkok 22nd April, Rice—Butterfield & Swire.
DORIC, British str., 4,975, Harry Gunkrover, 27th April—Manda 25th April, Mails and General—O. & O. S. N. Co.

EXPRESS OF INDIA, British str., 3,032, E. Beetham, 8th April—Vancouver R. C. 19th March, Flour and General—O. P. R. Co.
FAUSANG, British str., 1,410, Malkin, 30th April—Swallow 29th April, Jardine, Matheson & Co.

GERMANIA, German str., 1,090, H. Phoebe, 24th April—Sydney 4th April, Copra—Siemssen & Co.
GLENNAR, British str., 2,739, Woolfenden, 1st May—Singapore 26th April, General—Order.

HANGSANG, British str., 1,459, S. Wilde, 2nd May—Shanghai and Swatow 1st May, General—Jardine, Matheson & Co.
HITACHI MARU, Japanese str., 4,164, Wm. Townsend, 1st May—London via Singapore 26th April, General—Nippon Yusen Kaisha.

HONENSTADT, German str., 3,075, F. Jäger, 20th April—Hamburg and Singapore 21st March, General—Hamburg-America Line.
H. CHONG, British str., 1,217, E. Forsyth, 28th April—Tientsin 22nd April, General—Butterfield & Swire.

JOSIEF MARU, Japanese str., 732, H. S. Smith, 2nd May—Pansol 28th April, General—Oaka Shosen Kaisha.
KILGERAN, British str., 2,433, T. Smith, 27th April—Antwerp 12th March, General—M. M. & Co.

KIOTI MARU, Japanese str., 1,197, S. Senaka, 30th April—Saigon Rice, Paddy & Cotton Fukusei & Co.
KIOKIANG, British str., 1,238, W. Well, 1st May—Shanghai 20th April, General—Butterfield & Swire.

KOWLOON, German str., 2,324, H. Stehr, 20th April—Moraun 21st April, Coal—Hamburg-America Line.
KWEI MARU, Japanese str., 1,947, Dawson, 30th April—New Zealand and Ceylon 25th April, General—Butterfield & Swire.

LARZTER, British str., 1,40, J. Jackson, 20th April—Saigon 16th April, General—Chinese.
LOYAL, German str., 1,277, Natzing, 2nd May—Bangkok 24th April, Rice—Sander, Wilner & Co.

MINNESOTA, American str., 1,323, Charles Austin, 1st May—Seattle 1st April, Mails and General—Nippon Yusen Kaisha.
NORSEMAN, British str., 1,64, A. S. Gibb, R.N.R. 24th April—Kobe 18th April.

OMURO MARU, Japanese str., 1,779, A. Komatsu, 23rd April—Saigon undecided, Rice—Waller & Co.
PHU-YEN, French str., 1,793, Bouisson, 30th April—Saigon 26th April, Rice—Bradley & Co.

PRINZ WALDEMAR, German str., 1,737, W. von Soden, 2nd May—Sydney, 10th April, General—Molchens & Co.
PROMYTHIC, British str., 3,593, G. Moir, 1st May—Singapore 26th April, General—Butterfield & Swire.

PROVINCIA, Norwegian str., 693, C. Corneliussen, 28th April—Haiphong and Hoilow 25th April, General—A. R. Marty.
SAMSON, German str., 303, F. Schmitz, 29th April—Bangkok 31st April, Rice & Wood—Butterfield & Swire.

SINGAN, British str., 1,946, Jamieson, 24th April—Shanghai and Ningpo 21st April, General—Butterfield & Swire.
SUINO, British str., 1,769, W. E. Sawyer, 27th April—Saigon 23rd April, Rice—Order.

TERIMO MARU, Jap. str., 3,500, N. Kabavashi, 26th April—Moji 20th April, Coal—Oaka Shosen Kaisha.
TWEEDDALE, British str., 1,473, W. Harbord, 27th April—Fremantle Island 23rd Feb, Engalwood—Gillman & Co.

WUHO, British str., 1,217, Goran, 29th April—Saigon 26th April, Rice—Butterfield & Swire.
YANG MOO, Korean str., 3,637, K. Fujisa, 30th April—Kachinow 25th April, Coal—Mitsui Bussan Kaisha.

YONGAR, Bat. str., 2,464, T. C. N. Thompson, R.N.R. 27th April—Xud Island 17th April, Phosphates—Bradley & Co.
YUENANG, British str., 1,540, M. McKay, 29th April—Mails 26th April, General—Jardine, Matheson & Co.

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AUSTRIAN.

Kaiser Franz Josef I. Austrian cruiser, 4,383, Capt. Ferdinand Bülau, 12th April—Singapore 6th April.

FRENCH.

Allouette, river gunboat, Lieut. Millet, Cochinchina.
Argus, gunboat, 123 tons, — guns, 500 h.p., Lieut. Jannet, Canton.

Caronde, gunboat, Lieut. Korchal, Saigon.
D'Assas, cruiser, 4,000 tons, 31 guns, 9,500 h.p., Com. Baie d'Along.

Daddie, gunboat, 645 tons, 10 guns, 1,900 h.p., Lieut. Comdr. L. Rost, Haiphong.
D'Entrecasteaux, French cruiser, 2,000, Capt. Tracat, Hongkong.

Descentes, cruiser, 3,885 tons, 14 guns, 5,500 h.p., Commander Amet, Baie d'Along.
Dupetit Thouars, armoured cruiser, 10,014 tons, Capt. Pascaud de Sillans, Saigon.

Estrugon, submarine, Saigon.
Francisque, destroyer, 330 tons, 7 guns, 6,500 h.p., Lieut. Garros, Hongkong.

Gueylon, cruiser, 950 tons, 30 guns, 20,200 h.p., Captain Ridoix, Saigon.
Guichen, protected cruiser, flagship of Rear Admiral Bisser, Captain Tracat, Saigon.

Henri Rivier, gunboat, Lieut. Portier, Haiphong.
Jacquin, river gunboat, Lieut. Le Corroll, Anam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 300 h.p., Lieut. Sacre, Duvaroux, Saigon.
Kersaint, gunboat, 1250 tons, 6 guns, 2,200 h.p., Comdr. Simon, Saigon.

Lyon, submarine, Lieut. Armbruster, Saigon.
Montcalm, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief, 97,000 tons, 12 guns, 19,600 h.p., Capt. Martel).

Moussat, destroyer, Lieut. Duchemin, Baie d'Along.
Oly gunboat, Lieut. Gredier, Yangko.

Poche, gunboat, Lieut. Marchand, Tongku.
Pele, submarine, Saigon.

Pistole, destroyer, Lieut. de Reinach-Warth, Baie d'Along.
Profes submarine, Lieut. Glorieux, Saigon.

Rapier, destroyer, 310 tons, Lieut. Vincent de Brindigne, Saigon.
Redonable, battleship, (in reserve) 9,437 tons, 8 guns, 6,971 h.p., Rear Admiral de Marolles, Saigon.

Sabre, destroyer, 330 tons, Lieut. Maliez, Hongkong.
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Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Rague, Haiphong.
Tahiti, gunboat, Yangtze.

Takou, destroyer, Com. Porquon, Saigon.
Vanban, torp-do-depot (reserve), 6,150 tons, 23 guns, 4,500 h.p., Lieut. Hongy.

Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton.

GERMAN.

Furst Bismarck, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Kontra-Admiral Brausing, Tsingtau.

Ilia, gunboat, 1,000 tons, 10 guns, 1,300 h.p., Captain Kisel.

Jacuar, gunboat, 900 tons, 10 guns, 1,300 h.p., Commander Klose, Yangtze.

Leipzig, cruiser, Commandant, von Rothkerch, Pailhorn.

Luchs, gunboat, 850 tons, 10 guns, 1,344 h.p., Commander Hartog.

Nibe, cruiser, Commander Witschel.
Thetis, cruiser, 2,600 tons, 24 guns, 8,000 h.p., Captain Glatzel.

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Commander V. Abeken.

Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p., Lieut. Bremer.

Vaterland, gunboat, Lieut. Toussaint.
Vorwärts, gunboat, — tons, 3 guns, 500 h.p., Lieut. de Sposetti.

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高太	Luk Yau—Pumelo, Amoy	上
高太	Chin Luek Tau—Pumelo, Siam	12
高太	Chin Luek Tau—Pumelo, Fresh	18
高太	Hop Ts'—Walnuts, Green	—
Vegetables &c.		
高太	Shanghain Yau Chi Chuk—	
高太	Artichokes, Shanghai	7
高太	Loong Sog Tai—Asparagus, doz.	
高太	Chau Sian—Bamboo Shoots	lb.
高太	Chau Sian—Bamboo Shoots	4
高太	Tau Kok—Long	—
高太	Min Tau—Broad	—
高太	Pia Tau—French, Shih	3
高太	Moon Shin Tau—Beans,	
高太	Moon (French)	3
高太	Shan Tau—Green, each 2	12
高太	Kau Nian—Cao Shu	12
高太	Tring Ke—Brinjals, fresh	lb.

茄元	Yuen Ko - "	Red.....	5
菜白	Pak T'ai-toi - Brassica		4
菜白	Chuk Shuen - Bamboo Shoots		3
菜芥	Kai T'ai-toi - Cabbage, Chinese		4
菜上海	Sh'ai Kai T'ai-toi - " Shanghai ccau		7
菜金	Kaun Sün - Carrots	lb.	5
菜花佛	Ye T'ai Fä - Cauliflower.....	each -	
菜花佛大	Tä Ye T'ai Fä - " Large Size		
菜花佛中	Chung Ye T'ai Fä - Cauliflower, " Med. Size		

瓜 T'ing Kwa—Cucumbers 2
 椰樹 Kā Li Ts'oi Liu—Curry Staff,

English	.....	”	8	
麒麟	Ch'ing Tau—Garrle	.....	”	8
魏老	Lo K'uang—Ginger, old	.....	”	8
魏子	Tai K'uang—Ginger, young	.....	”	8
王	Wei K'ang—Green Peas	.....	”	8
力	Kak Lik—Horse	.....	”	24
水	Sun Suk—Sweet Corn	.....	”	24
牛	Shing Wang T'ao—Lettuce	.....	”	24
菜	Mush Meion	.....	”	24
菇	Shing Tai Ku—Mushrooms,	.....	”	24
生	fresh	.....	”	24
龍	M' Ke—Ochra	.....	”	24
鴨	Yung Tung Tau—Onions, Bay	.....	”	24
菜	Shing Tung—Onions, Green	.....	”	24
蔥	Yak Tung—Onions—Onions,	.....	”	24
蔥	Japanese	.....	”	24
蔥	Shang Tai Tung Tau—Onions,	.....	”	24
蔥	Shanghai	.....	”	24

茄毛	Ka Ma—Okres	—
莖苣	Yeung Yuen Si—Parsley, Eng. buddle	—
芋薯	Fochow Shu Tsai—Potatoes	6
芋薯上	Shangshu Shu Tsai—Potatoes	lb. 3
芋薯日本	Yat Pun Shu Tsai—Potatoes, Japanese	—
好芋薯	O. Mun Shu Tsai—Potatoes	—
好芋薯	Pa Ke Shu Tsai—Potatoes, American	6
番薯	Fan Shu—Potatoes, Sweet	—
瓜菜	Tung Kwa—Pumpkin	3
瓜菜	Chi Tsai—Pumpkin	3
瓜菜	Chi Tsai—Pumpkin	3
瓜菜	Ye Tsai—Cabbage	3
瓜菜	Ko Tung Tsai—Shakshi	lb. 2

Lo Pak—Spinach Chinese.....	4
Tau kok.....	6

青蝦	Lin Yeung—Lily Root.....	—
蝦苗	Yung Lo Pak—Turnips, Eng.....	3
成蝦	Tsit Kwa—Vegetable Marrow.....	—
	American	—
鴨	Ma Tai—Water Chestnuts.....	—
	Common	6
鴨標	Kwai Lam—Ma Tai—Water	8
鴨標	Chestnuts—Mandarin	10
榮華	Sai Yung Yee—Water Crosses	6
榮大	Tai Sha—Yams.....	—
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Secretary, Sanitary Board.

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Hongkong, 13th May, 1904.

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